

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

REPORT

62 NC.

COUNTRY ~~Poland~~

DATE DISTR. 26 July 1955

SUBJECT

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SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

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1. After 1970, the number of Ursus-type 30 and 45 h.p. tractors of Polish origin had increased in Polish agriculture. These Ursus-type tractors are imitations of the German Lanz-type tractors. After initial difficulties, these tractors were improved gradually. The supply of spare parts was sufficient. The demand for tractors in the Stalpa (Stalpa, 55/5 08) area could not be satisfied until late 1973.
2. In addition to Ursus-type tractors, Zetor-type tractors of Czech origin were used in Polish agriculture. These tractors were provided with wheels and had twin-cylinder water-cooled 28 and 35 h.p. Diesel engines similar to the old German Deutz-type tractor. These Zetor-type tractors were delivered with Zetor-type built-on plows. The supply of spare parts was sufficient.
3. New tractors of Soviet make were also observed in Polish agriculture. These tractors had four-cylinder Diesel engines with two-stroke starting system, which frequently ran into trouble due to malfunctioning injecting pumps. The delivery of spare parts was insufficient.
4. Types Cormik and Caes tractors of UNRRA deliveries were often used but spare parts for these types were not available and many tractors were unserviceable.
5. Lublin-type trucks with a capacity of about 2 and 3 tons respectively were available in the Stalpa area for civil and military purposes. The 3-ton truck was similar to the GAZ-type truck of US make except for the round front fenders, and had a six-cylinder Otto carburetor engine. The truck had the following technical defects: a complicated Soviet-made control device for the dynamo, and frequently occurring differential defects causing damages at bevel gears, spur bevel gears, and ball bearings. There were difficulties in obtaining spare parts for these tractors and frequently these parts had to be procured at the manufacturing firm.
6. In addition to trucks of Polish origin, ZIS-5-type trucks of Soviet make and 1.5-ton trucks fitted with an Diesel engine of East German make, which were only used by the Polish airforce, and old German trucks were observed in the Stalpa area.

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INTELLIGENCE AGENCY

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7. Skoda-type sedans were observed mainly in the area mentioned in addition to type DKW (IFA) F 8-Meisterklasse with wooden chassis, which were imported from the GDR. Public traffic organizations and the army used mainly Renault-type buses of French make.
8. SHL-type 125 cubic cm motorcycles were observed, which were similar to type DKW RT 125 motorcycles without telescopic ~~springings~~. The materials used for chains and starter pinions were too soft so ~~that~~ these parts had to be renewed after a 3,000 km run. In addition to ~~SHL-type~~ motorcycles, type IFA DKW RT 125 motorcycles with telescopic ~~springings~~, EMW-type single-cylinder 350 cubic cm motorcycles model 1952, and EMW-type ~~single-cylinder~~ 500 cm motorcycles of East German make were observed in ~~the~~ area. Both EMW-type motorcycles were used mainly by the Polish ~~army~~.
9. Various types of bicycles were manufactured in Poland ~~but they were of poor~~ quality because the material was too soft, the pedal ~~workings were of bad~~ workmanship, and the chains were of a very poor quality. ~~In addition to~~ Polish products, types Diamant and Simson-Suhn bicycles were used. ~~It was~~ difficult to obtain spare parts, especially chains. Since about 1950, ~~high-~~ quality storage batteries for motor vehicles of Polish make were available. Since 1950, bicycles of Czech and GDR make were rarely used. There ~~was~~ a shortage of sulphuric acid for storage batteries.
10. Since 1948, mainly tires of Polish make were used including tires for tractors, trucks, sedans, motorcycles, and bicycles. Inner tubes and tires were marked STOMIL (Polska Opona.) The tires were of poor quality and fabric ruptures occurred frequently. Tires for tractors and trucks, which were of better quality, had also ~~been~~ imported from the USSR. There was a general lack of tires for motor vehicles while the supply of bicycle tires was sufficient.
11. It was observed that the supply of tools for motor vehicles was absolutely inadequate. High-quality chromium vanadium tools were not available. Only low-grade tools were available including combination pliers, pincers, flatnose pliers, screw drivers, and hammers.

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland

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**SUPPLEMENT TO
REPORT NO. 1**

Tractors, Motor Vehicles, and Bicycles in the Slupsk Area

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1. After 1950, the number of Ursus-type 30 and 40 h.p. tractors of Czech origin had increased in Polish agriculture. These Ursus-type tractors are imitations of the German Zis-type tractors. At first, due to technical difficulties, these tractors were improved gradually, and the supply of spare parts was sufficient. The demand for tractors in the Stolp (Stolp P 55/N 08) area could not be satisfied until late 1953.
2. In addition to Ursus-type tractors, Zetor-type tractors of Czech make were used in Polish agriculture. These tractors were provided with wheels and had twin-cylinder water-cooled 28 and 39 h.p. Diesel engines similar to the old German Deutz-type tractor. These Zetor-type tractors were delivered with Zetor-type built-on plows. The supply of spare parts was sufficient.
3. New tractors of Soviet make were also observed in Polish agriculture. These tractors had four-cylinder Diesel engines with two-stroke starter motors, which frequently ran into trouble due to malfunctioning injecting pumps. The delivery of spare parts was insufficient.
4. Types Cormik and Caes tractors of UNRRA deliveries were often used but spare parts for these types were not available and many tractors were unserviceable.
5. Lublin-type trucks with a capacity of about 2 and 3 tons respectively were available in the Stolp area for civil and military purposes. The 3-ton truck was similar to the Zis-type truck of U.S. make, except for the round front fenders, and had a six-cylinder Otto carburetor engine. The trucks had the following technical defects: a complicated Soviet-make control device for the dynamo, and frequently occurring differential defects causing damages at bevel gears, spur bevel gears, and ball bearings. There were difficulties in obtaining spare parts for these tractors and frequently these parts had to be procured at the manufacturing firm.
6. In addition to trucks of Polish origin, ZIS-5-type trucks of Soviet make and 1.5-ton trucks fitted with an Diesel engine of East German make, which were only used by the Polish airforce, and old German trucks were observed in the Stolp area.

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7. Skoda-type sedans were observed mainly in the area mentioned in addition to type DKW (IFA) F 8-Meisterklasse with wooden chassis, which were imported from the GDR. Public traffic organizations and the army used mainly Renault-type buses of French make.
8. SHG-type 125 cubic cm motorcycles were observed, which were similar to type DKW RT 125 motorcycles without telescopic springings. The materials used for chains and starter pinions were too soft so that these parts had to be renewed after a 3,000 km run. In addition to Jawa-type motorcycles, type IFA DKW RT 125 motorcycles with telescopic springings, EMW-type single-cylinder 350 cubic cm motorcycles model 1952, and EMW-type twin-cylinder 500 cm motorcycles of East German make were observed in the Stolp area. Both EMW-type motorcycles were used mainly by the Polish army.
9. Various types of bicycles were manufactured in Poland but they were of poor quality because the material was too soft, the pedal bearings were of bad workmanship, and the chains were of a very poor quality. In addition to Polish products, types Diamant and Simson-Suhn bicycles were used. It was difficult to obtain spare parts, especially chains. Since about 1950, high-quality storage batteries for motor vehicles of Polish make were available. Since 1950, bicycles of Czech and GDR make were rarely used. There was a shortage of sulphuric acid for storage batteries.
10. Since 1948, mainly tires of Polish make were used including tires for tractors, trucks, sedans, motorcycles, and bicycles. Inner tubes and tires were marked STOMIL (Polska Opona.) The tires were of poor quality and fabric ruptures occurred frequently. Tires for tractors and trucks, which were of better quality, had also been imported from the USSR. There was a general lack of tires for motor vehicles while the supply of bicycle tires was sufficient.
11. It was observed that the supply of tools for motor vehicles was absolutely inadequate. High-quality chromium vanadium tools were not available. Only low-grade tools were available including combination pliers, piners, flatnose pliers, screw drivers, and hammers.

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